

SAGEBRUSH HEADLIGHT

Vol. 29, No. 3, 105th Ed.

THE NEVADA STATE RAILROAD MUSEUM
An Agency of the Division of Museums and History
Nevada Department of Cultural Affairs

Fall 2008

THE LAST AMERICAN: A Personal Odyssey

The Emerald City
By Dan Markoff

Dorothy, the Tin Woodman, the Cowardly Lion and the Scarecrow all went in search of the Emerald City in L. Frank Baum's *The Wizard of Oz*. They were looking for something to make each of them complete. Dorothy wanted to go home. The lion wanted courage, the scarecrow, a brain and the tin man a heart. They hoped that finding the Emerald City would lead them to those things. Judy Garland, Ray Bolger, Bert Lahr and others brought the tale to the big screen, with legendary imagery and music that remains an American classic. But, like the book, Judy's adventure was the fantasy of Dorothy's dream.

Fifteen years ago, I too had a dream. I was at home with a locomotive from another century that actually worked, but had nowhere to run. A beast that was as powerful as a lion but unable to use that power, with a heart of fire that could only grow if given a chance to run distances. *Eureka* was a machine of iron, designed and built with the brains and brawn of people a century dead. I dreamed that someday she would be able to do that for which she was built.

In 1993 I happened to read about a narrow-gauge railroad in the southern California desert that was active with business. Not tourist business, but freight. It was the United States Gypsum Railroad, which used diesel locomotives to haul gypsum thirty miles down the mountains from a mine to its plant. In one of those moments where a person can imagine a possibility, it hit me like a brick: I wondered if I could test-run *Eureka* on the US Gypsum railroad; really try her out, build a white-hot fire in her heart and see if she could do what she was built to do more than a hundred years ago.

I called the management of the railroad and told them what I had and what I wanted to do. To my amazement, they said YES! There were a couple of conditions: I was to tell no one, and no one but crew would be allowed on the property. This was to be very quiet. They definitely did not want a crowd around.

In short order, I made arrangements with my trucker Ron Bunker and invited a very select bunch to be the crew. They included Chris DeWitt, Lee Hobold, Bob Craddock, Loren Jahn, Barry Simcoe, and a couple of others.

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Eureka leaving the "Emerald City".

NEVADA STATE RAILROAD MUSEUM
 2180 South Carson Street
 Carson City, NV 89701-5999
 775/687-6953
www.nevadaculture.org
 open daily 8:30 to 4:30
 Except Nov. 27, Dec. 25, Jan. 1
 Admission: Adult \$4, Senior \$3
 Children younger than 18 FREE



The museum is an agency of the
State of Nevada

Jim Gibbons, Governor

Department of Cultural Affairs

Michael Fischer, Director

Division of Museums and History

Peter D. Barton, Acting Administrator

Nevada State Railroad Museum

Peter D. Barton, Museum Director

The **Sagebrush Headlight** newsletter is published quarterly by the Nevada State Railroad Museum. The Friends of the Nevada State Railroad Museum distribute it to members as a benefit of their annual dues.

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Correspondence, including **Change of Address Notification**, may be sent to:
 Friends of NSRM
 PO Box 1330
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Please provide submissions for the Winter issue of the *Sagebrush Headlight* by Monday, December 1, 2008.

NEVADA STATE RAILROAD MUSEUM STEAM-UPS

Symposium Weekend: Sunday, October 19

Nevada Day Weekend: Sunday, November 2

Thanksgiving Weekend: Friday/Saturday, November 28/29

Trains depart from Wabuska Depot, 10:00 am till 4:00 pm
 Steam Train Fares:

Adults- \$5.00, Seniors (65 and above)-\$4.00,

Children 6-11- \$3.00, Five and under FREE

FNSRM Members, with membership cards, HALF FARE

CAB RIDES \$25.00 first-come, first-ride.

Schedules Subject to Change

SANTA TRAIN: Saturday/Sunday, December 13/14

9:00 am till 4:00 pm All seats \$2.00



See page 6.

Union Pacific Railroad Museum.

The 37th annual Nevada Railroad History Symposium

The Second World War and the Railroads of Nevada

will take place Friday through Sunday, October 17-19 at the Nevada Legislative Building and the Museum grounds. National Park Service historian Gordon Chappell will describe the course of the War in the Pacific and the role of western railroads; Jeff Asay, Bob Church, Stephen Drew, Don Hofsommer and others will cover wartime operations on the Western Pacific, LA&SL, Southern Pacific, V&T and their connections; and John Ryczkowsky will describe restoration of a Pullman troop-sleeper. As a special feature, Charlie Siebenthal will present results of his research on the Pioche & Bullionville. Sunday will feature a Restoration Shop tour and train ride. This year's pre-Symposium event, Thursday, October 16, is a V&T modelers' workshop moderated by Charlie Siebenthal and Mike Collins. Brochures with registration information are available on request at NSRM. Registration information is online at www.nevadaculture.org

PRESIDENT'S MESSAGE

With fall comes the anticipation of the annual Nevada Railroad History Symposium. This year's, the 37th one presented, will focus on World War II and the Railroads of Nevada. Presentations will be at the Nevada Legislative Building, a location that proved popular with last year's attendees. The banquet returns to the Carson Nugget.

I regret having to report the passing of a long-time and valuable volunteer. Ed Rushton was a Thursday morning regular at the Interpretive Center front desk where he met and greeted visitors and members alike. His quick wit and stories will be missed by all.

Perhaps the most significant Friends project this year came about in August. Thanks to the tireless efforts of Webmaster Mike Dunn and volunteer Karen Arendes a new and spectacular website has been launched. If you haven't checked it out please do so when you get a chance. The address is <www.nsrm-friends.org>. The Friends owe Karen and Mike tons of gratitude for their hard work. The new site is attractive and user-friendly and will continue to be improved and updated.

New programs are being planned by the board and dedicated volunteers. These include a Youth Mentor Program, being launched by the Friends and the Museum to generate interest in railroad preservation among high school students. Also, the Friends, in conjunction with museum staff, will develop specific projects to be funded by donations and pledges directed to these projects. This will allow donors to specify where their donated funds will go. Many other organizations have been successful in generating much-needed funding for projects that otherwise would have been left undone. Information on how you can participate will be coming soon.

To receive your member's discount in the Museum Store, please show your membership card. That will save you money. You also can save the Friends money: postal regulations now require address updates quarterly, not yearly. If you don't update, the Postal Service charges an extra \$0.50 to get the *Sagebrush Headlight* to you and to get your new address to the Friends. We avoid that charge if you send us your change of address promptly.

As always, the museum needs more volunteers. In order to provide visitors with the most rewarding experience it is imperative that we work together to fill voids in the jobs that assist and inform museum visitors. If you can help, please contact the museum. Volunteers are needed for many roles. Certainly one of them will satisfy your interest, and no time commitment is too small. You'll be rewarded by knowing that you're helping to keep NSRM one of the premier railroad museums in the country.

--Bill Kohler

SPOTLIGHT ON WAYNE GAVIN

Wayne grew up in Minneapolis and worked part-time for the Minneapolis & St. Louis Railway both before and after graduating from high school in 1956. Married in 1960, Wayne and his wife Nancy have raised four kids – two boys and two girls. Two remain in Minnesota, and another is in California. The fourth is right here in Carson City.

Wayne is a US Navy veteran who served aboard the USS *Wasp* in the Atlantic and the Mediterranean. He rejoined the Navy in 1962 as part of a Reserve Construction Battalion, remaining a "Seabee" until retirement in 1989. Wayne is an expert woodworker and worked as a cabinetmaker and carpenter until 1975. One of his minor accomplishments was building a cozy cabin in the woods of northern Wisconsin.

Becoming "empty nesters" by 1995, and weary of cold Minnesota winters, the Gavins moved to Las Vegas, where Wayne found work as a carpenter at the Stardust Hotel/Casino. At their daughter's suggestion, Wayne and his wife moved to Carson City in 2004 – hmmm, "grandkid duty" anyone?

Wayne became a volunteer at the museum in 2005. He has amassed more than 550 volunteer hours as a valued member of the steam-train crew.

--John Frink



Continued from Page 1

There were a few problems that we had to overcome such as hauling all our wood fuel with us, as the USG railroad is located in one of the driest deserts I know. We seemed to meet this and several other problems in short order. Bob Craddock had recently cut down a huge mulberry tree and cut up the wood to use in *Eureka*. A wood dealer supplied the rest.

It was May 1993 when we loaded up and headed for the railroad. The nearest city of any note was El Centro, but it was miles away. The only accommodations of any sort were to be found at the US Gypsum processing plant. It is a very large facility: so big that it's called "Plaster City". The narrow-gauge railroad ran all over it, and, after passing a wye, headed into the desert wilderness. The railroad is built with 100-lb. rails – far heavier than the 35-lb. rail on which *Eureka* originally ran. That did not bother me. For *Eureka*, the road was overbuilt. As for creature comforts there were none . . . zip . . . nada. Several of us wound up sleeping on the lowboy. Others ventured back to El Centro. For those who stayed, the night we arrived turned out to be miserable because of a wind storm. A tornado would have been only slightly more of an ordeal. We did not see any cows or buildings or chickens go flying by, but there was plenty of real estate moving through the air. I figured we were in for a miserable stay.

The next morning, however, was bright and pleasant. After the wind passed, daylight showed us to be in the most desolate and barren of lands, with nothing anywhere except the plant and the railroad. But that's what we wanted. The place was as barren as Oz was lush. We were not on a yellow brick road, but on a road of iron that stretched into nothingness. In spite of that, we couldn't have been happier. We were in a lost land that was a paradise for us.

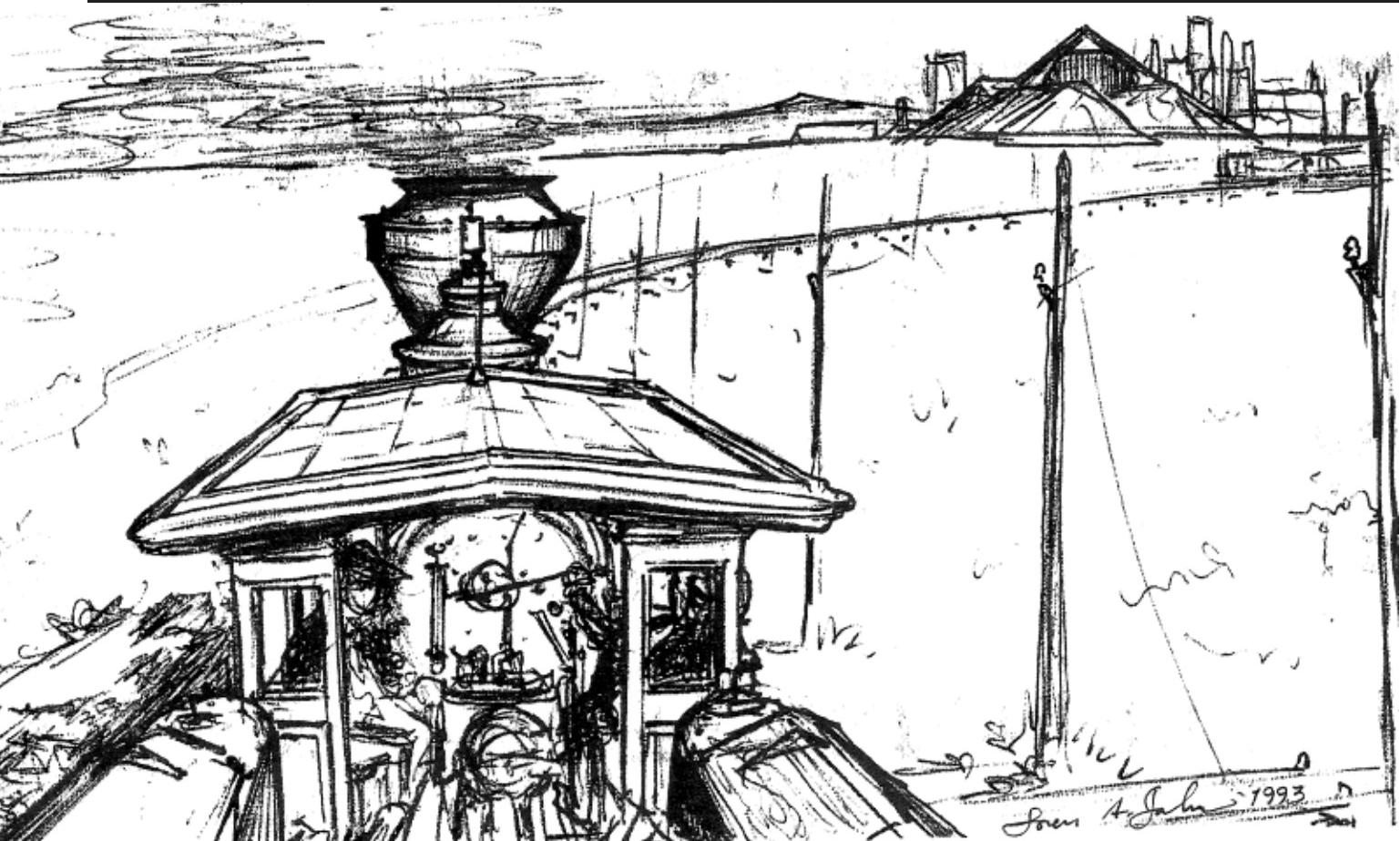
In due time a few folks showed up out of nowhere. One guy, apparently a security guard, drove a golf cart around the plant. He was a large rotund person with a hard hat perched on his head. He was a pleasant enough man but he was shaped somewhat like a toad. I do not mean that in any cruel manner, just that we could not think of anything else that closely resembled his form. On his gigantic key ring he had all the keys to the world. I do not remember him saying much, if anything, to me, but Loren Jahn was taken with his unique appearance. No description by me could capture this fellow's proportions as well as Loren's sketch did. Our toad was certainly no Munchkin – he was all of them in one!

Eventually, we got down to business. *Eureka* was loaded with wood and the tender filled with water. The railroad had given us a rather large flat car to pull, and this was to be our home for a couple of days.

After building up steam and grabbing the flat car, we were off to explore the operational parameters of *Eureka*, and to explore the Iron Road itself.

Our first few runs down the line showed *Eureka* to be well balanced. The exhaust beats were perfectly square, which was a great relief to me, and she ran like a dream. As we headed down the railroad toward the mines, the only evidence of human life other than us was old telegraph poles that followed us on one side, and a dirt road





on the other. Other than that, we were completely on our own in a barren desert.

Since we did not know the range of the locomotive, we had to be careful as to how far out we went. It would not do to go beyond the point of no return for our fuel because it would be a long, dreary, parched walk back. We therefore headed out into the desert being very careful. After going as far as we dared on a particular run, we had to back all the way to the plant. We would measure our consumption, and plan for another test run with different power settings and then see how that worked. After a full day of testing, we decided it was time to call it a day.

As mentioned, we had a flat car with us. On that flat car we threw all our camping and sleeping gear for this was to be our home. By the time we were ready to call it a day we were all dead tired. It was all we could do to load up our sleeping gear, ice chest and my Winchester (it goes with me everywhere) and head miles out of town for the night, away from curious eyes that may lurk around the plant. I thought if we were far from the plant we would be safe with *Eureka*.

To say that we were tired does not begin to describe how completely pounded we were that night. I remember sitting on the rear deck of the tender with a couple of the guys, able to move only in an animated

trance. It had been hard, dry, and intense work. We were hungry beyond description, and our only sustenance was potato chips and junk like that. I think the only guy really prepared was Chris. But then, Chris is always ready. Eventually, we all settled down in our sleeping bags on the wood deck of the flat car. My rifle was tucked in next to me to ward off any nuts that may come our way—that is, nuts not on the flat car. In short order the quiet desert night folded its arms around all of us and we drifted into a deep sleep.

When I awoke the next morning at dawn, I looked to my right, and to my absolute astonishment, some stranger was sleeping next to me! I was mortified, and slowly slid my hand down to my faithful .30-30. Who in the hell got up to sleep with us on the flat car in the blackness of night?! I was absolutely shocked!

Out in these harsh lands, you never know who you may happen upon, or who may happen upon you. It pays to be prepared, and I was. My sin was that I like everyone else was so tired and in such a deep sleep that anyone could have slit our throats. But that did not happen. Instead, we had a "guest". As we awoke, I was equally surprised when I saw that our unknown guest was that legendary railroad *bon vivant* George Sapp. God! What a relief. I asked George what the hell he was doing, and he said that he heard we were testing *Eureka* and wanted to be with us. When he got to

Continued on Page 9

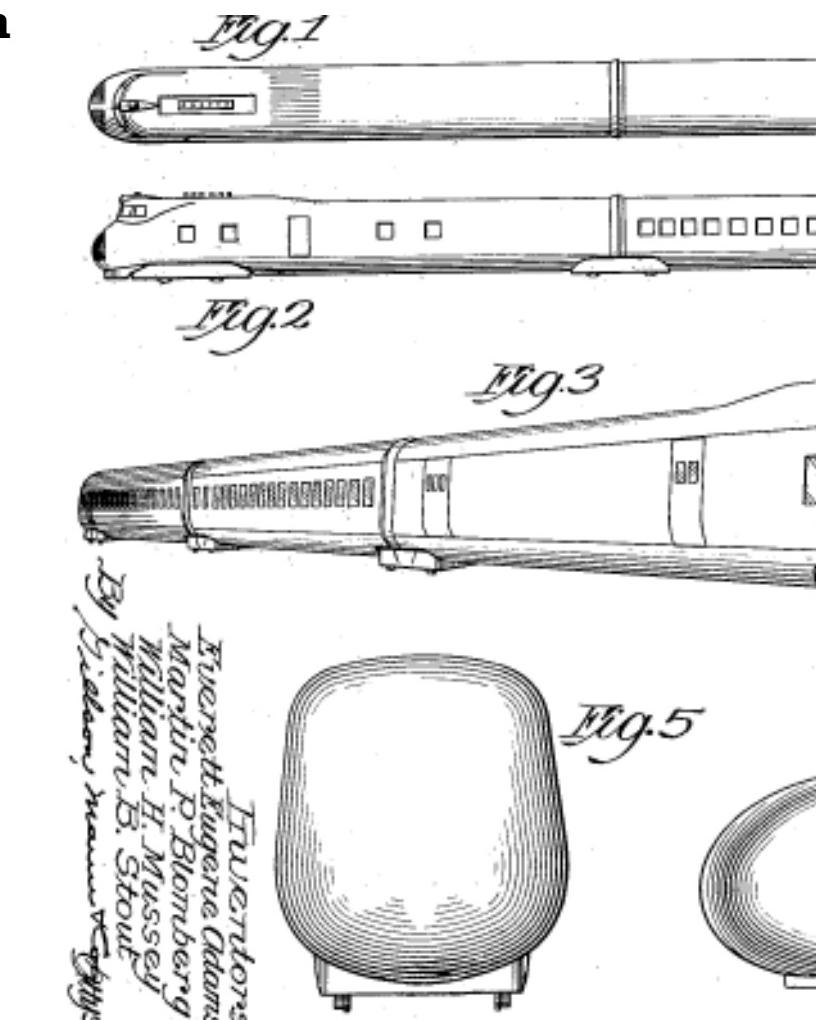
The Streamliner and the Dam

By Frank Ackerman,
Curator of Education, NSRM

As the depression deepened in 1933, railroad managers needed to stop the decade-long decline in passenger business that had followed the rapid development of highways after the First World War. Led by its 41-year-old Chairman, W. Averell Harriman, the Union Pacific Railroad planned an articulated passenger train built of a new alloy, powered by internal combustion and capable of sustained speeds of more than 100 miles per hour. Simultaneously, the Chicago, Burlington & Quincy developed similar plans. Both carriers hoped that these light, fast trains not only would win back patronage, but would be less costly to operate than conventional steam trains.

The UP ordered its new train from the Pullman Car & Manufacturing Co. in Chicago. The CB&Q turned to the Philadelphia-based Edward G. Budd Co. Both builders incorporated structural features pioneered by William R. McKeen for motor cars like 1910-built Virginia & Truckee Railway No. 22. McKeen had been UP Superintendent of Motive Power and had launched his motor car company with the staunch support of Averell Harriman's father, E.H. Harriman, under whose leadership the UP had made extensive use of McKeen cars.

Pullman delivered its new train first, on February 12, 1934. Designated the M-10000 by UP, it was equipped with a petroleum-distillate engine (see box at right) and spark-plug ignition, and was built of Duralumin. The



stainless steel Burlington Zephyr, which the Budd Co. completed on April 9, 1934, had a diesel engine. Both trains utilized traction motors.

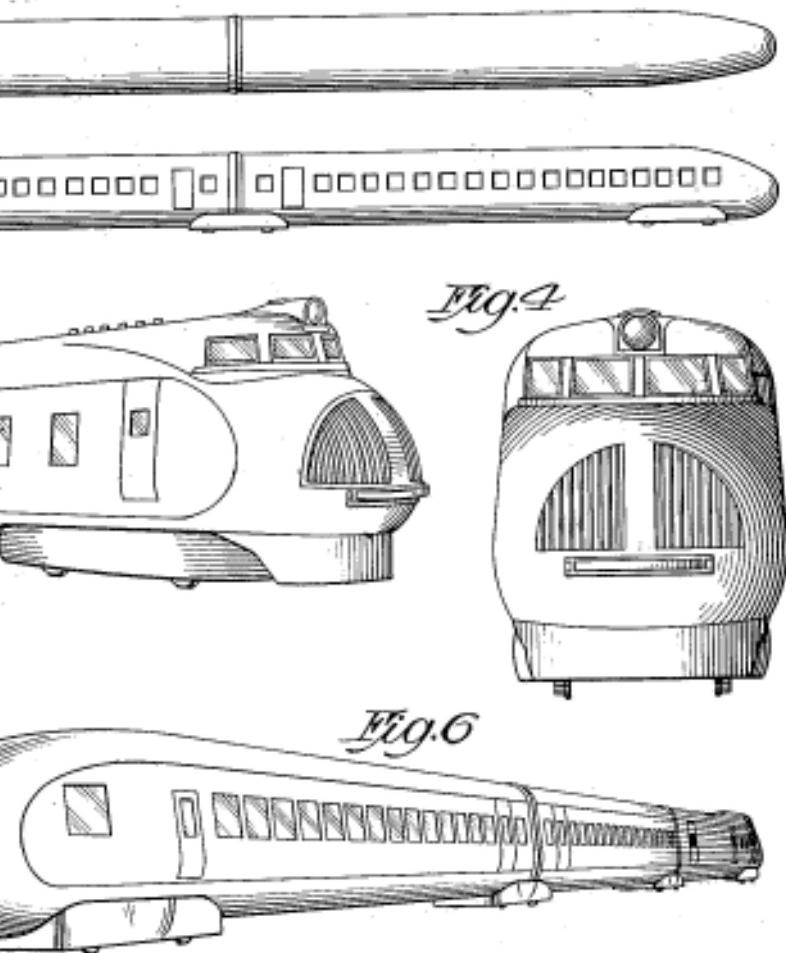
William R. McKeen on McKeen Cars

... the whole carbody [is] a unit structure. The underframing comprises but one moderately heavy center sill, the side sill is a continuous channel extending around the body of the car. From this outer bar, continuous steel ribs run up the side, across the roof and down the other side The sides of the car form a truss, the plate of the car being the top chord and the sill the bottom chord. This framing is well tied together at all points and is further strengthened by the sheet-steel covering. The ends of the car are strengthened by the round shape at the rear and the pointed lines in front. In a collision the car could be punctured or bent, but it could not be telescoped. The latest design, with metal-frame round windows, enables the diagonal braces of the steel frame to be brought very close to the top of the car . . . lowering the roof and bringing the plate of the car closer to the side sill . . . increases the strength of the car side which approaches the girder form.

—From a speech to New York Railroad Club, April 19, 1907.
In Germany, J.B., 1985. Southern Pacific Dieselization. p. 28.

An aluminum alloy containing 4.4 percent copper, 1.5 percent magnesium and 0.6 percent manganese by weight, Duralumin had been developed in Germany in 1909. The aircraft industry had put it to widespread use by 1930. Stainless steel, which contains a minimum of 11.5 percent chromium, had been developed in Britain in 1911. Due to its rust resistance it was soon in demand for architectural and automotive applications.

The Stream Line train, as UP soon began to call M-10000, immediately went on tour to Washington, DC and back, with stops in major cities. It arrived in Omaha on February 23, leaving a week later to tour the UP System. The train made exhibition stops in North Platte, Denver, Cheyenne, Ogden and Salt Lake City; and, before going on to southern California, Las Vegas and Boulder City, Nevada.



Drawing filed for M-10000 design patent. <www.uspto.gov>

The stop in Boulder City was unique. The train was opened for exhibition at other small communities only if, as in Las Vegas, important railroad facilities were located there.

Winton's Distillate Engines (adapted from *The Dilworth Story* F.M. Reck, 1954) In order to improve the economics of its gas-electric "doodlebugs" the Electro-Motive Corporation directed Chief Engineer Richard Dilworth to work with the Winton Engine Company on an engine that would burn distillates at three cents a gallon instead of gasoline at fifteen. First of all, Dilworth had to discover what a distillate was. About the best definition was anything that didn't classify as heavy fuel oil. It might range from low-grade gasoline to painter's naphtha. In fact it was anything the refinery didn't happen to want at any given time. The most uniform product Dilworth came across was Dubbs oil, the heavy half of the pressure benzine taken off during the Dubbs cracking process. "In order to mix Dubbs oil with air and get it safely into the cylinder, we had to have a carburetor on each pair of cylinders," Dilworth recalls. "On our largest model we even converted the intake valve of each cylinder into a carburetor, so that the mixture could be introduced into the cylinder practically at once. Burning the stuff after it got into the cylinder was like trying to set fire to a wet haystack. The designers had to put four spark plugs in each cylinder head. Where a gasoline engine would fire with one spark plug carrying about 35 milliamperes at 10,000 volts, the four spark plugs of the distillate engine each delivered 70 milliamperes at 20,000 volts."

The M-10000's 24-hour stay in southern Nevada included a remarkable side-trip. It visited the half-completed Hoover Dam on March 9, 1934. Near the dam, the train posed inside a thirty-foot-diameter pipe for one of the penstocks (see photo, page 2). Getting to the dam required a time-consuming, 89-mile trip over branch-line and industrial trackage. The Nevada State Railroad Museum - Boulder City now operates excursions on a 3.5 mile segment of this former UP branch line, between Boulder City and Railroad Pass.

Contrary to popular belief, construction of Hoover Dam was not a Depression-era idea. A dam at this location had been conceived of in 1918, and project planning had started soon after the Act of Congress that authorized its construction was signed by President Coolidge on December 21, 1928. A consortium of six companies submitted the low bid of \$48,890,999.00 to build the dam. They received the construction contract in March 1931. The dam is 727 feet high and contains 3,250,000 cubic yards of concrete. When finished, it was the tallest dam in the world. Until 1948 the Hoover Dam power plant was the largest hydroelectric producer in the world.

June 16, 1936.
E. E. ADAMS ET AL
ARTICULATED RAIL CAR OR SIMILAR ARTICLE
Filed May 9, 1935
Des. 100,000

After exhibition in Riverside, California, and Los Angeles, M-10000 moved via Southern Pacific to Portland, Oregon, where it resumed its tour of the UP System on March 27. By April 15 it was back in Omaha. The train returned to Chicago to be shown at the Century of Progress Exposition for two months starting May 12, 1934. For the fair, the sleeping car *Overland Trail* was included in the train.

The UP considered M-10000 a test bed for applying concepts of streamlining, internal combustion/electric transmission, lightweight materials, and articulation to long-haul passenger trains.

As the *Las Vegas Evening Review Journal* said on March 10, 1934 UP "is already building a six-car and nine-car train (*City of Portland* and *City of Los Angeles*) both with sleeping



M-10000 at the upstream face of the dam.

US Department of the Interior - Bureau of Reclamation Photo.

accommodations, the first of which will be placed in service sometime during the summer. The 'bullet' will not be placed in service between Chicago and the Pacific coast . . . but probably will be used as a daylight run, possibly between Salt Lake and Los Angeles."

Local newspapers called it the "Miracle Train." At Boulder City (below) 1,423 people--and in Las Vegas 7,384 people--toured it. They equaled about two-thirds of the population of Clark County at the time. Union Pacific Railroad Museum.

M-10000 entered revenue service on January 31, 1935 as the *City of Salina*, operating between its namesake and Kansas City, via Topeka. After logging 899,113 revenue miles, it was withdrawn on December 16, 1941, and sold for scrap. By the summer of 1941, however, Union Pacific had placed nine additional streamliners in service, each more advanced than the one before, and each building upon what the railroad had learned from M-10000.

The Nevada State Railroad Museum has installed an exhibit about Union Pacific's M-10000 and its visit to Nevada. Focal point of this exhibit is a 1/48 scale model of the train donated to NSRM by the Lawrence Scripps Wilkinson Foundation of St. Clair Shores, Michigan.



Continued from page 5

Plaster City he couldn't find us, but he figured if he hiked far enough down the railroad, he would find us somewhere. That's what he did. When he came upon us in the middle of the night, he just climbed aboard, threw out his sleeping bag, and began making ZZZZZs until morning. It turned out to be a very pleasant surprise.

As the sun rose in the east, we made preparations to get underway again. This day, we would test *Eureka* for speed and endurance. After getting ready, we went down to Plaster City and took on more wood and water. It was time to see how fast *Eureka* would go. The Baldwin folks had said that a locomotive like *Eureka* can do 40 mph. I got ready for the test, not knowing exactly what to expect from a locomotive that was then 118 years old. But what the heck: I dropped the flat car, and Chris, Bob Craddock and I headed down the line.

I opened the throttle, and as we moved faster coupled up the Johnson bar. The engine gathered speed rapidly, and before I knew it she was going so fast that the side sway in the tender was pitching wood over the side. The locomotive, however, was perfectly balanced and would have gone faster if not for the side sway of the tender.

One of the crew followed us in his truck and timed our speed. It was 39 mph, which was good enough for me. I brought the engine to a stop and got out to check rods and bearings. Everything was running cool and perfectly. I was ecstatic! The old gal still had it in her.

As the day wore on with more work and testing, our hunger was overpowering. Much to our relief, Doc and Nancy Craddock made a food run to El Centro and had come back with scores of hamburgers, egg McMuffins and whatnot from McDonalds. The food disappeared in gulps.

After getting some fuel in ourselves, we decided that it was time to start doing endurance runs. So, we loaded wood and water, and headed out again. Our confidence in the ability and soundness of the engine was greatly increasing. Each time, we stretched the run farther before heading back for more fuel.

On one of our runs, a Navy pilot in an F15 saw us down below on the railroad. He dove down on us and with thundering speed shot over us and back up toward the stratosphere, then he descended again to give us our own personal aerial demonstration of a Navy fighter.

Dorothy may have had flying monkeys, but we had Navy fliers! It was a great show.

Near the end of the day we decided on a last endurance test. The engine was lubricated, tender loaded, and several of us piled on for this last trip. This time though, we backed out of Plaster City because we knew that we might be returning at night, and would need the headlight pointed forward.

For the most part, the USG railroad is very level. We were able to back up about thirty miles. At that point, we found that we still had a bit more than half a tender-load of water and wood left, so it was time to head back. I lit the oil lamp in the headlight for the return trip.

As we headed back not a word was spoken in the cab. We looked across the desert as the pastel reds and purples drifted over the horizon signaling the close of day. The telegraph poles flicked by, and darkness overtook us altogether. For some reason, we all knew this was a special, if not mystical, time. All we heard was the rhythmic workings of the engine, the click of the wheels. The headlight gave a golden glow to the track in front with the rails softly reflecting the amber light.

I looked over from the engineer's side of the cab as we rolled through the blackness. The fire in *Eureka*'s heart was burning with the resurrection of history. The fire would sometimes flash from underneath throwing blooms of light to the side. Orange cinders flowed from the stack with all the glory of a Fourth-of-July. We were perfectly silent. But, *Eureka* was talking to us in her own special language that has not been heard for more than a hundred years, telling us she was alive and well and happy. She was home.

A couple hours drifted by like this when off in the far distance we could see the beautiful towering lights of Plaster City on the horizon. But, it was not Plaster City. To a man, all of us thought the same: It was the Emerald City of the Wizard of Oz, and we were following the golden iron road leading home. In this desert, in the night, in *Eureka* we lived that moment that is fantasy for most, but was very real for us . . . a dream that came true.

*Original artwork on pages 4 and 5 is by Loren Jahn.
The photo on page 1 is from the author's collection.*

Next time: *Climbing the Rocky Mountains*
Copyright 2008 Daniel Markoff

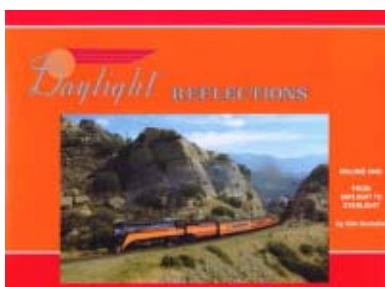
"Every ninety minutes someone in this country is hit by a train. A train, okay? Trains are on tracks; they can't come and get you. They can't surprise you when you step off a curb. You have to go to them. Got that?"

--George Carlin (1937-2008)

SELECTIONS FROM OUR MUSEUM STORE The store specializes in railroad books for adults and children, Nevada history books, train videos, audio recordings, toys, train models, hats and apparel, railroad pins and jewelry, train novelties and souvenirs, note cards, artwork and calendars.

We encourage you to visit the store in person. For those of you who won't have an opportunity to visit soon, the new merchandise selections below, along with many others, are available by mail-order. Proceeds from sales are used by the Nevada State Railroad Museum to fund a variety of museum projects and public interpretive programs.

The store is almost completely restocked and new items are coming in weekly. Nearly all of our apparel items are back in stock. We anticipate getting a new McKeen Car T-shirt in time for the car's forthcoming unveiling.



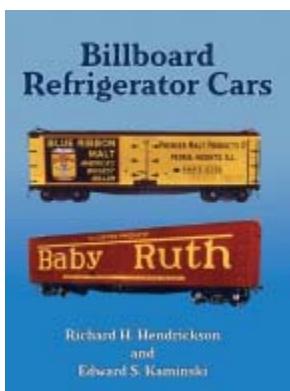
DAYLIGHT REFLECTIONS Volume One: From Daylight to Starlight

(Huxtable). Special Price \$49.95! Item #100981.

This is one of the first full-color railroad books, released in 2002. At that time color publishing was expensive, and the book's publication price was nearly \$100.00. The cost of four-color printing has come down significantly and Nils Huxtable has extended to us a special offer on this book at a price of just \$49.95. This 150-page, horizontal-format book features color artwork and beautiful color pictures (with some black-and-white) of "the most beautiful train in America" – Southern Pacific's red, orange and black *Coast Daylight*, inaugurated in 1937. In addition, the book is illustrated with wonderful color reproductions of advertisements, also pictures of dining-car china and of notable stations along the route.

WESTERN PACIFIC DEPOTS AND STATIONS (Hayes). \$60.00. Item #100356.

This handsome, horizontal-format book fills a huge hole in the history of the Western Pacific Railroad. Included in it are more than 300 pages of photos (mostly black-and-white), and reproductions of color postcards showing nearly every WP depot. The book is richly illustrated with elevation and floor-plan drawings of most of WP's standard stations. The book also illustrates some dining-car china and memorabilia and touches briefly on WP passenger train operations.



BILLBOARD REFRIGERATOR CARS (Hendrickson & Kaminski). \$60.00.

Item #100246.

This latest Signature Press release, by noted freight car experts Richard Hendrickson and Edward Kaminski, has hundreds of B&W photos. A color section includes illustrations of some of the rarest paint schemes. The book's 200-plus pages also cover the puzzling conditions that led to the Interstate Commerce Commission decision that banned the use of billboard advertising on these cars in 1937.

The museum store is striving to locate DVDs of the classic railroad movies that feature cars and locomotives in the Nevada State Railroad Museum collection. Although Cecil B DeMille's *Union Pacific* is not available, we are stocking a film that stars John Wayne - and V&T No. 22, the *Inyo*. It's **RED RIVER**. \$17.95. Item #102694.

We also stock DVDs of other feature films with railroad themes or in which trains figure prominently. Currently, these include:

BREAKHEART PASS. \$17.95. Item #102678. Charles Bronson.

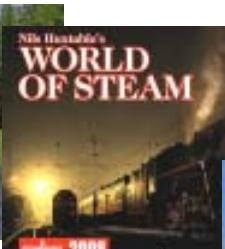
EMPEROR OF THE NORTH. \$17.95. Item #102967. Ernest Borgnine and Lee Marvin.

THE GREAT TRAIN ROBBERY. \$17.95. Item #102974. Sean Connery.

RUNAWAY TRAIN. \$17.95. Item #102686. Jon Voight, Eric Roberts and Rebecca DeMornay.

SILVER STREAK. \$14.95. Item #103751. Gene Wilder, Jill Clayburgh and Richard Pryor.

TERROR TRAIN. \$14.95. Item #102685. Jamie Lee Curtis; featuring Empire Builder Pullman *Sheyenne River*.



2009 Calendars

are arriving! A few of the first are shown here. These are priced at \$12.95 each.

BNSF and Its heritage. Item #100280.

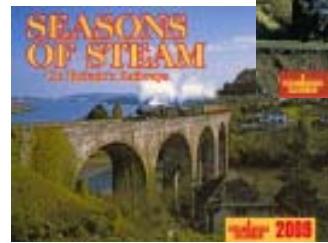
THE FRIENDLY SOUTHERN PACIFIC. Item #100291.

NARROW GAUGE MEMORIES. Item #100191.

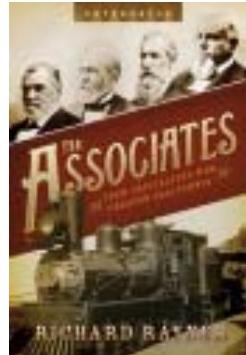
SEASONS OF STEAM ON BRITAIN'S RAILWAYS. Item #100290.

UNION PACIFIC then and now. Item #100296.

WORLD OF STEAM. Item #100290.



Shop the Museum Store for 2009 calendars!



THE ASSOCIATES: Four Capitalists Who Created California (Rayner). \$23.95.

Item #102649.

The story of Huntington, Hopkins, Crocker and Stanford--four men who built not only a railroad, but an empire--and a state. This book goes beyond the process of carving a route through the formidable Sierra Nevada with Chinese labor. The book examines the rapacity of four business partners who "cared only about money . . . and were absolutely ruthless about money."

The museum store recently accepted a large consignment of rare, out-of-print railroad books. Please stop in to browse this collection (sorry, it doesn't include any copies of *Silver Short Line*). We expect a list of these books--and of all other books stocked in the store--to be ready soon.

TO ORDER BY TELEPHONE OR MAIL

Call (775) 687-6953 (9 am - 4 pm). Write to: Nevada State Railroad Museum, 2180 S. Carson Street, Carson City, NV 89701. Please include your name, street address, city/state/zip code, and your daytime telephone number. Members of the Friends of NSRM are entitled to a 15 percent discount off all merchandise. Please add \$5.00 for shipping charges. If paying by either Visa or MasterCard, include your credit card number and expiration date. Orders are shipped via FedEx.

New Email Addresses at the Nevada State Railroad Museum

As of July, internet service for the Nevada State Railroad Museum is being provided by the Nevada Department of Information Technology rather than the Nevada State Library. As a result, email addresses of NSRM employees have been changed. A list of new addresses you might need appears below.

Frank Ackerman
Chris DeWitt
John Frink
Wendell Huffman
John Walker

Curator of Education
Restoration Supervisor
Administrative Assistant
Curator of History
Retail Storekeeper

GFAckerman@nevadaculture.org
CDewitt@nevadaculture.org
JFrink@nevadaculture.org
WHuffman@nevadaculture.org
John.Walker@nevadaculture.org

4216
NEVADA STATE RAILROAD MUSEUM
2180 South Carson Street
Carson City, Nevada 89701-5999
775-687-6953

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Address Service Requested

UPCOMING EVENTS

37th Annual Nevada Railroad History Symposium *The Second World War and the Railroads of Nevada* **Friday through Sunday, October 17-19, 2008 in Carson City**

Monthly Wednesday Evening Programs

October 8	Nuclear Railroad: the Jackass & Western	<i>Presented by Peter Barton</i>
November 12	Train Wrecks on the Western Pacific Railroad	<i>Presented by John Walker</i>
December 10	A Century of Pullman Cars	<i>Presented by Frank Ackerman</i>

Evening programs are held at the museum's Jacobsen Interpretive Center on the second Wednesday of each month except as noted. Programs begin promptly at 7:00 PM (or as noted)